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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY	Hungary		
SUBJECT Construction of Underground Subway		DATE DISTRIBUTED 19 February 1958	
		NO. OF PAGES	NO. OF ENC
		2	
		SUPPLEMENT TO REPORT # 50X1-HUM	

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2. From 1952 to 1956 the company was building two subway tunnels under Budapest. The main entrance to the subways was located on the Pest side near Asztalos Sandor Ut which then went westward toward Buda.
3. On occasion accidents were caused by falling timber or negligence. The safety equipment was extremely poor and there were no safety measures or devices to prevent injury to the personnel.
4. The government had informed the public that this construction was to be a subway for rapid transportation. However from the depth of the two tunnels they would be ideal for the military to use as bomb shelters, storage for ammunition and weapons or for evacuation making it possible to emerge on the outskirts of the city in the event of war. The subway could also be converted into an underground railway.
5. The depths of the tubes which ran parallel to each other was from 28 to 32 meters. The diameter of the tubes was approximately 5.60 meters. However at the No 11-A shaft the depth of the tube was approximately 66 meters.
6. A building which was the Communist headquarters at the 11-A shaft was located between Belloiannis and Arpad Streets. This shaft was to be used for an emergency evacuation in the event of war for members of the Communist Party. Only members of the Communist Party were permitted to work at No 11-A Shaft. Entrance into this shaft was forbidden to everyone else. The other workers who worked in the subway were volunteers.
7. Both tubes were completed as far as Shaft No 12 on the banks of the Danube river. They did not cross under the river onto the Buda side because in 1954 work on the subway was halted because of insufficient funds. However, the shafts were prepared on the Buda side when the work halted. Although work on the subway was halted maintenance crews still worked in the tubes.

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-2-

8. Eventually the subways were to travel from the Buda side of the Danube River, north-northwest and also south-southwest. The tubes under the river were to be from 42 to 45 meters deep.
9. The tubes were reinforced with steel. Between the steel and the dirt the section was filled with concrete. The thickness of the concrete was approximately 20 to 30 centimeters.
10. German equipment was used in the tunnels. The air hammers drilled into the earth, the workers dug it out with picks and shovels, loaded the earth on small hand carts which were pushed to the various elevator shafts to be taken out and hauled away.
11. Working hours in the tunnels were from six to eight hours depending upon the individual because of the underground pressure. Each shaft had its own machine to pump air into the tubes. At each shaft there was a small shelter where the workers dressed, washed and rested.
12. Both tubes which ran parallel to one another were separated by a distance of ten meters. The tunnels also had safety precautionary measures between each shaft.

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